



LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction.

ON WEDNESDAY, March 2, 1921,

at their Sales Rooms, Duddell Street,

commencing at 2.30 p.m.

A Quantity of

Valuable Household Furniture,

comprising:

Blackwood chairs, flower stands,

stools &amp; table, Chesterfield couch, easy

chairs, teak overmantels, tea desks

bookcases, pictures, carpet, rugs,

etc., etc.

Teak dining tables &amp; chairs, teak

sideboards, dinner waggoes, ice chest,

entire, electro-plated &amp; glassware,

etc., etc.

Double brass &amp; teak bedsteads, teak

wardrobes with bevelled mirrors, teak

dressing tables, washstands, chest of

drawers, etc., etc.

Also

1 Indian Motor Cycle with side car,

2 Grand Pianos.

On view from Tuesday, the 22nd

instant.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,

Antique Dealers,

Hongkong.

Hongkong, February 16, 1921.

FOR SALE.

ONE HORSE-ACKROYD OIL

ENGINE—11 Horse Power, Fuel,

Kerosene. Complete with cooling apparatus

in good condition. May be viewed by

appointment at Gun Club Hill, Barnes,

and on. Apply to the undersigned.

LAMMERT BROS.

FOR SALE.

MILNER'S SAFES

Apply to

LAMMERT BROS.,

Duddell Street.

Why Suffer  
Pain?SLOAN'S Liniment will  
soothe and give you instant relief. For 40 years it has been fulfilling this mission and will not fail you. People of all nations are testifying to its remarkable qualities.

Let it help drive away your rheumatism, heal your sore back, your tired muscles and stiff joints. It works like magic and penetrates to the seat of trouble. Give it a trial and keep it handy. For sale at all druggists and dealers.

SLOAN'S  
LINIMENTSOLE AGENTS:  
MULLER & PHILIPS (ASIA) LTD.,  
HONGKONG.MUMEYA.  
Japanese Photographers.  
We have removed our Premises to  
No. 381, Queen's Road, C.  
Sitting hours from 9 a.m. to 9 p.m.  
Passport photos finished  
in one hour.THE CLEANING OF  
SUMMER FROCKS  
is an important matter and  
we make a speciality of  
"refinishing" light Frock  
and Costumes so that they  
keep clean longer than  
when treated by ordinary  
methods.Our processes are thorough and  
reliable. Our facilities and  
resources enable us to carry out all  
work quickly and our charges are  
really reasonable.

Write for Price List and See!

The Diamond Dyeing and  
Drycleaning Co.Agents:  
OBSUM AHMED,  
General Draper,  
22 & 24, Wellington Street,  
Kowloon,  
Phone 1462.

## INTIMATIONS

YOU CANNOT AFFORD TO  
BE WITHOUT THEM.

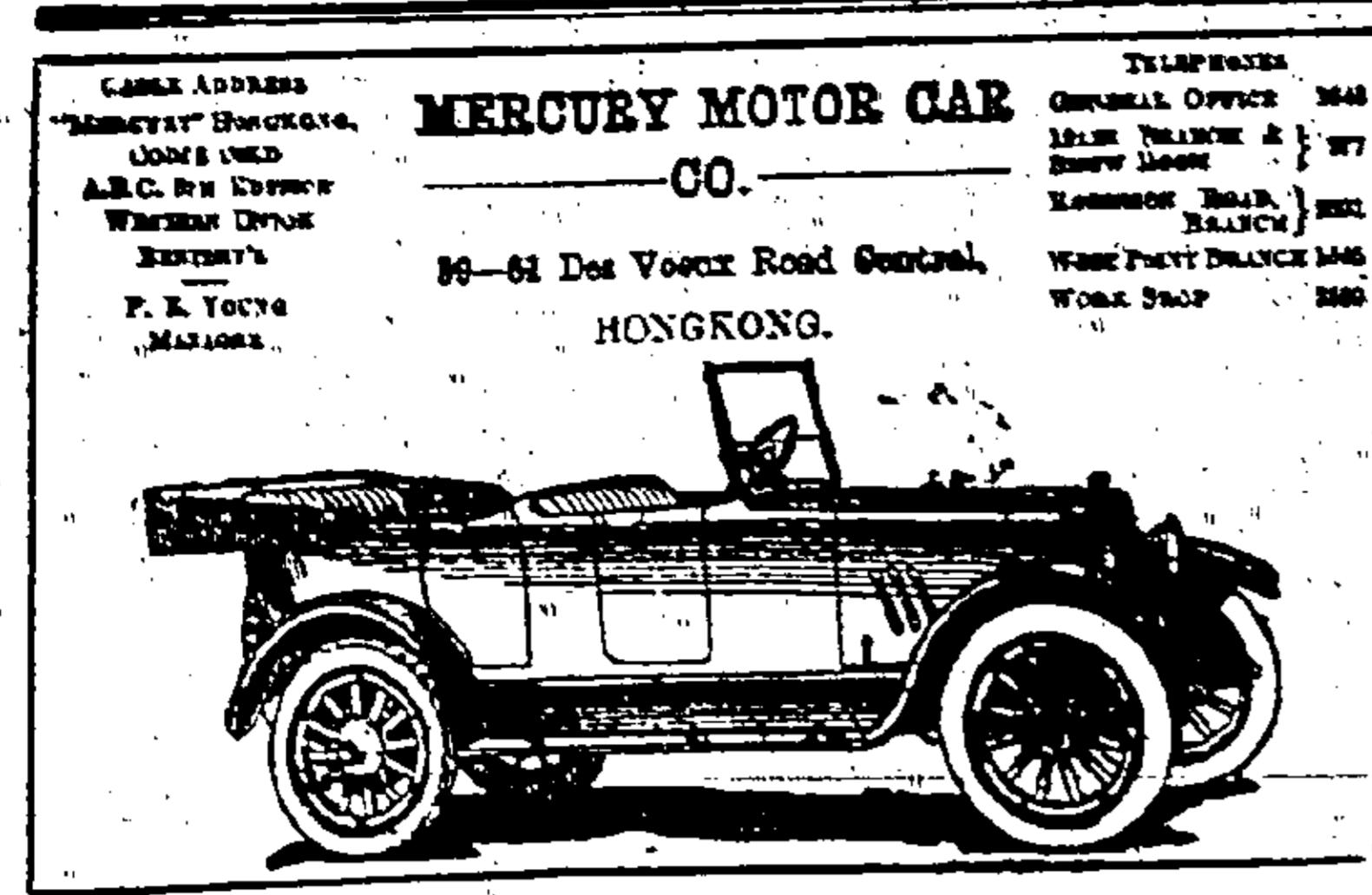
JUST received a large consignment of (1) LACTOGEN the most digestible food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Diabetics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,  
Sole Agents for Hongkong and Costa Rica.  
No. 6 & 8, Connaught Road Central, Hongkong.  
Telephone No. 1224.

理 代 泰 豪

The demand is for  
GOOD STAMPS  
in good condition.We have the supply.  
Our Stock of all Countries is  
strong, and not to see the  
selection of our Stamps is to  
miss a large "pick" of the  
Stamp Market.GRACA & CO.,  
Dealers in Postage Stamps,  
Philatelic Goods, Religious Books,  
Garden Seeds, Toys, &c.  
No. 10, Wyndham Street,  
P. O. Box 520.  
Hongkong.JAPANESE MAKERS.  
Every kind of Footwear.  
MADE TO ORDER.CHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel  
Telephone No. 49.  
Hongkong, March 20, 1921.SPECIALIST  
in  
the late SIEU TING,  
14, D'AGUILAR STREET,  
TERMS VERY MODERATE  
Consultation free.THE NEW FRENCH REMEDY,  
THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3  
M. J. L. P. (Paris) Ltd.  
26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 899, 900, 901, 902, 903, 904, 905, 906



## COMPANY MEETING.

GREEN ISLAND CEMENT CO., LTD.

## RECORD YEAR.

The thirty-second ordinary general meeting of the Green Island Cement Co., Ltd., was held this morning at 11 o'clock at the offices of the General Managers, Messrs. Shewan, Tones & Co. The Chairman, Mr. Robert Shewan, presided, and there were present Sir Paul Chater, the Rev. Father Robert, Messrs. A. O' Lang and L. N. Leefe, directors; Mr. Allan Keith, secretary; and the following shareholders: Messrs. W. A. Adamson, A. A. Cordeiro, W. J. Hawker, M. S. Northcote, Tsai Tsan Tai, A. S. Ellis, Poon I Chor, V. A. Yvanovich, M. A. Figueiredo, W. E. Van Eps, H. A. Lammett, S. M. Churn, J. M. Gordon, F. Ellis, and Tong Lai Chuen.

The Secretary having read the notice calling the meeting,

The Chairman said: Gentlemen.—Before proceeding with the business of the day, it is with deep regret that we have to record the death of our late Secretary, Mr. Robert Henderson. He went home on sick leave last October, but reached Liverpool only to die there on the 10th December.

Mr. Henderson, at all times took a keen and abiding interest in his work and the business of the Company, which has lost in him a faithful and conscientious servant.

The report and accounts in your hands show a record result for this Company and will be found, I feel sure, very satisfactory to shareholders.

Although exchange was very much against us there developed a very good demand for our product from all our markets and prices rose all round. Our factories have, in consequence, been kept working at their full capacity enabling us to deal with a much larger output than usual.

I trust the division of the profits that we propose will command itself to you. I need not say much about the bonus to staff, they have all worked well and it gives us pleasure to be able to recognise their services on such an occasion as this.

The Canton and Shaukwan properties we propose to remove altogether from the balance sheet. The former is a very old story and there seems no chance of our ever making good our title to it. The latter was taken as security for a bad debt and will be sold at once for what it will fetch.

The Macao works do not stand at a high figure but the kilns there are no longer new and the value is high in comparison with the figure at which our Hok Un Factory stands in our books. We therefore, propose to write it down by \$100,000.

With regard to the Hok Un Factory, I regret to say we are not regarded as public benefactors by our friends in Kowloon; in fact we are informed that we are a nuisance and that steps must be taken to reduce the volume of smoke and dust poured forth by the kilns, etc. We quite recognise the reasonableness of this complaint which, of course, has been aggravated by the extra pressure of work we are experiencing just now and the matter having been taken up by the Authorities, something had to be done. We are reducing the smoke by the use of mechanical stokers and as for the dust, we have decided to install a system of dust collecting which we are confident, from the reports we have obtained, will do away with that trouble. The total cost will amount to over \$100,000, but the scheme should pay for itself in time by the saving of the cement which is, at present, lost to us. And to meet this expenditure we suggest putting aside \$150,000.

We further recommend putting aside \$300,000 for additional plant at Hok Un. Our reason for this is that our Aalborg Brick Kilns are now out of date and will sooner or later have to be replaced by a modern Rotary Sted Kiln. We have also considered that our whole plant is now working at full pressure without any spaces to fall back on and we have nothing in reserve with which to cope with an increased demand for cement. It is therefore absolutely necessary for us to accumulate funds with which to provide additional plant for future requirements. We do not propose ordering immediately, but we must not delay doing so very long, as it will take probably two years before new machinery can be shipped out and erected here. By that time the plant for the Aalborg will want a good deal spent on it and the question will then have to be carefully considered whether it will be more advisable to scrap it altogether.

## CRIMINAL SESSION.

## YESTERDAY'S CASES.

## TWO DEFENDANTS DISCHARGED.

The Criminal Session in the Supreme Court, before the Acting Chief Justice Mr. H. H. Gompertz, was occupied all day yesterday in the trial of Lin Yen, one of five defendants in an armed robbery case at S Yau Yee Lane, on January 15. He was given a separate trial.

The prisoner, who was able defended by Mr. F. C. Jenkins, submitted as his defence that the statement he had made at the Police Court, admitting participation in the robbery—the only evidence produced against him—was extracted from him by several Chinese detectives, who beat him into it.

The question was considered thoroughly by the Court, and a number of witnesses were called. The prisoner and several others gave evidence to the effect that he was in bed at the time the robbery took place. Hearing police whistles he got up and went with his son to the scene of the robbery. Later he was arrested.

Mr. Jenkins, addressing the jury, said that public sympathy was, of course, with the police in their dealings with armed robbers. There were cases in which the police took their lives in their hands. It was not a pleasant thing to spend a night chasing a man who might or might not be armed. As against that the Government very correctly rewarded the police if they effected an important arrest. The reward was an incentive to the police in carrying out their duties and might tend to influence some of them into a little more zealous participation in what they were doing. He contended that in the exhibition of that zeal that in this case came up.

The jury returned a verdict of not guilty, and the prisoner was discharged.

At the Criminal Session before the Justice Judge, Mr. Justice Wood, Ip Cheung was charged with having been found at night in the building at 313 Reclamation Street, Yau Ma Tei, on December 27, with intent to commit a felony.

He explained that he was induced to go into the building by a police informer who had entered into a conspiracy with a Chinese policeman. He was asked to play the role of robber. He had no intention of committing a robbery, and the police guaranteed his escape and promised to share the reward. He also was found not guilty, and discharged.

Our Investments stand as before at \$69,694.22 although at present rates of exchange they are worth little more. Our cash in hand seems very large, but this you will see, is partly owing to our stocks of raw material being unusually low, the natural consequence of an increased consumption. This will, however, automatically remedy itself as the larger supplies of stone for which we have contracted come forward.

We think we can look forward with confidence as regards our prospects for the present year—the demand, though not quite so strong as before, is still very good and as long as exchange keeps at its present level we should have no difficulty in competing and retaining our share of the trade here.

I now propose that the report, and when this has been seconded I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to put.

Sir Paul Chater seconded the adoption of the report and accounts. The Chairman read off the list of items to which the balance is to be applied, and the report and accounts were adopted unanimously.

On the motion of Mr. Northcote, seconded by Mr. A. S. Ellis, the election of Mr. L. N. Leefe, Mr. A. O. Lang, and Mr. R. G. Shewan to the Board of Directors, to fill vacancies caused in part by the resignation of the Hon. Mr. John Johnston and Mr. J. W. C. Bonar, was confirmed, and the re-election of the Rev. Father Robert and Mr. A. O. Lang was confirmed, unanimously.

Mr. Hawker proposed, and Mr. Tse Team-Tai seconded, the re-appointment of Mr. A. R. Lowe, and the appointment of Mr. H. Greenwood, as auditors for the ensuing year, at an increased remuneration of \$750 each.

The meeting concluded with an announcement by the Chairman that dividend warrants were ready on application.

## HONGKONG BOXING ASSOCIATION.

(Continued from Page 1.)

LDG. SEAMAN PEPPEN V. A. E. BOWDIDGE.

There was only a slight difference in weight between the two men. Peppen started off at a great pace and obliged Bowdidge to clinch, he being cautioned in the first round for holding. Peppen kept up his attack through the first two rounds, although on several occasions he was smartly jabbed to the jaw as he rushed in. Bowdidge came on strongly in the third round scoring repeatedly with straight lefts to the head. Peppen rarely got in close enough to hit. Bowdidge kept his left working during the fourth and fifth rounds, securing most of the points, while in the last session he easily outfought his opponent. The decision was rightly in favour of Bowdidge.

"REERRISON V. HEWLITT.

This was the main event of the evening. The weights as announced were Kerrison 148 lbs. Hewlitt 102 lbs. The fight opened promisingly. Sky leading off with a tentative left to be smartly slipped, accepting a counter in the shape of a left to the side of the head. Hewlitt's tactics of waiting were revealed early on and practically throughout the round he contented himself with blocking Kerrison's blows.

The second round saw Sky trying to force the pace but the whole time Kerrison remained cool, boxing an admirable defensive fight. On occasions when the men mixed things Hewlitt used short upper-cuts, but without much effect. The fighting was interesting to watch—if not thrilling. Matters were evened up slightly in the fourth round, Hewlitt for a time taking over the attack. He shot in several leads to the head and got away without reply. He collected the majority of points in the succeeding round, scoring well in close fighting.

He was boxing mainly on the defensive, his slipping and blocking being exceptionally good. Kerrison tried hard to break through his guard but generally found his blows stopped before they had fairly started. Hewlitt's extra weight helped him a lot in this. There was nothing much of note from the seventh round to the tenth, but the next was relieved by a bright exchange of leads, both men scoring well. It was not until the fourteenth round that Sky was at all in difficulties, then he ran into a stiff jolt which steadied him up. The verdict went to Hewlitt, it being a popular decision.

Speaking generally the contest could not be described as exciting. As an exhibition of self defence Hewlitt's work was excellent but more initiative was wanted.

WANTED.—A STRONG SEA LAUNCH (Towing Boat). Early with FULL PARTICULARS to: Box No. 1287, c/o "China Mail."

WANTED.

FOR SALE.

BUICK CAR—SIX CYLINDER.

SEVEN SEATER, perfect condition, done six thousand miles, \$3,225

each, no longer offered accepted. Apply

Box 1285, c/o "China Mail."

LOST.

A FORTY YEARS TEST.

CHAMBERLAIN'S COUGH REMEDY

has been curing coughs and colds

for the past forty years and has raised

in popularity every year. What better

recommendation is required? For sale

by all Chemists and Stoekers.

Plans at MOUTIE'S.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forth-

coming meetings, lectures and

entertainments, sent for insertion in

the news columns of the "China Mail,"

are charged for at the rate of \$1 each.

(as announced in May and June of

last year) providing that they do not

occupy more than four lines. In

future if this space is exceeded they

will be placed in the advertising

columns at the prevailing rates.

A forty years test.

Chamberlain's Cough Remedy

has been curing coughs and colds

for the past forty years and has raised

in popularity every year. What better

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## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

SOME SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.  
Sailings.—To Canton daily at 8 a.m. (Sunday excepted) and 10 p.m. From Canton daily at 8 a.m. (Sunday excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS.—

To Macao daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.).

From Macao daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tees, Cook &amp; Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

Regular Sailings to  
NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

S.S. "EGREMONT CASTLE" .... Sailing about the end of March.

## LLOYD TRIESTINO

## FOR BRINDISI, VENICE AND TRIESTE.

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B. Lading.

S.S. "HUNGARIA" .... Sailing on or about 5th March.

FOR SHANGHAI.

S.S. "TRIESTE" .... Sailing on or about 16th March.

Passenger Luggage can be insured at the office of the Agents.

## NANYO YUSEN KAISEI, Ltd.

SOUTH SEA MAIL S. S. CO.

Regular Services between

JAPAN, HONGKONG &amp; JAVA

FOR JAVA.

S.S. "SAMARANG MARU" .... Sailing on or about 12th March.

S.S. "BORNEO MARU" .... Sailing on or about 24th March.

FOR JAPAN.

S.S. "RIKUN MARU" .... Sailing on or about 5th March.

## OCEAN TRANSPORT Co., Ltd.

(TAITO KAISHA KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transhipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAC LINE.

For Freight or Passage on any of the above Lines apply—

DODWELL &amp; CO., LTD., Agents.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

SHUNKO MARU ..... Friday, 18th March.

BUENOS AIRES—Bio, Jazero, Santos, Maritius, Durban &amp; Cape Town via Singapore. Passenger Service.

SEATTLE MARU ..... Sunday, 13th March.

BOMBAY &amp; COLOMBO—Regular monthly service via Singapore.

SIAM MARU ..... Thursday, 10th March.

INDUS MARU ..... Friday, 21st March.

SAMOON, BANGKOK &amp; SINGAPORE—Regular monthly service.

SHISEI MARU ..... Sunday, 5th March.

SYDNEY &amp; DELIVERA—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Suez. Regular fortnightly service touching at intermediate ports in Japan taking cargo to OCEAN AND COAST U.S. in conjunction with Chicago, Milwaukee and St. Paul Railway.

AFRICA MARU ..... Monday, 28th February.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Canal Ports.

\*ALTA MARU ..... Tuesday, 22nd February.

\*AMAKUSA MARU ..... Beginning March.

Both taking cargo to Mexico and New York.

NEW ORLEANS LINE.

HAMBURG MARU ..... Thursday, 24th February.

JAPAN PORTS—Moto, Kobe and Yokohama.

KEELUNG VIA SWATOW AND AMOKY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers and will arrive at and depart from the U.S.A. via the Harbour Office.

AMAKUSA MARU ..... Sunday, 27th February.

TAKAO VIA SWATOW AND AMOKY ..... Sunday, 27th February.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

## WATERHOUSE LINE

## TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

FOR SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN" ..... 25th February.

Further sailings to be announced later.

Through B/L issued to all Overland Common Points in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE &amp; COMPANY,

1st Floor, HOTEL MANSIONS Tel. No. 2607.

## CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

"VICTORIA" ..... 11th April.

Special Sailing for Shanghai.

"HWAH FING" ..... 18th March.

For Freight and Passage apply to—

THE CHINA &amp; AUSTRALIA S. S. CO., LTD.

Agent.

Telephone No. 2307.

112, Canton Road Central.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI ..... CHINAN ..... FEB. 23, AT D'LIGHT.

SWATOW, SHANGHAI AND TRINGTAO ..... CHINAN ..... FEB. 23, AT 3 P.M.

AMOY, SHANGHAI &amp; PUSOW ..... SHENCHEN ..... FEB. 24, AT 4 P.M.

SHANGHAI ..... SHENCHEN ..... FEB. 24, AT 4 P.M.

SWATOW AND SINGAPORE ..... CHINAN ..... FEB. 25, AT 3 P.M.

SHANGHAI AND TSINGTAO ..... CHINAN ..... FEB. 26, AT 4 P.M.

SHANGHAI AND BANGKOK ..... CHINAN ..... MAR. 1, AT 10 A.M.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO—Excellent

Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai and Macao.

Takao and Tsinan (weekly) taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

ENGLISH LINE—Weekly service to and from Bangkok via Swatow.

FOR FREIGHT OR PASSENGER APPLY TO—

BUTTERFIELD &amp; SWIRE,

Telephone No. 26. AGENTS.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

FOR SEATTLE, TACOMA, WASHINGTON

(Calling at Shanghai, Dairen and Japan Ports).

FOR PORTLAND direct.

(Calling at Kobe and Yokohama).

PAWLET ..... About Mar. 7th.

COAXET ..... About Apr. 4th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 &amp; 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

FOR NEW YORK AND/OR BOSTON.

Via Panama

S.S. "SCHODACK" ..... About Feb. 25th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

AGENTS. 6TH FLOOR HOTEL MANSIONS.

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO &amp; FROM

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONT ..... March 10th.

LAKE ONAWA ..... March 20th.

CADARETTA ..... March 25th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates. Apply to—

THE ADMIRAL LINE,

6TH FLOOR HOTEL MANSIONS BUILDING. Telephone 2477 &amp; 2478.

Tel. Add: ADMIRALINE.

THE LOS ANGELES PACIFIC NAVIGATION COMPANY.

TRANS-PACIFIC FREIGHT SERVICE.

"Operating the following U.S. Shipping Board steamers

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE TO ARRIVE DUE TO SAIL

S.S. "WEST HINA" ..... April 1. S.S. "WEST HINA" ..... April 3.

Through Bills of Lading to all U.S. and Canadian Overland Points.

No Transhipment en route.

Ship's connection with the Salinas, Santa Fe and Southern Pacific Railroad.

HONG KONG OFFICE—LOS ANGELES, CALIF.

BALTIMORE OFFICE—HOPE, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Building, Chater Road.

CHAS. E. RICHARDSON,

Telephones No. 1062. General Agent for South China.

THE CHINA MAIL S. S. CO., LTD.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI

Feb. 23—R. F. TITAN.

23—R. F. TITAN.

Mar. 1—R. F. KENTUCKY.

1—R. F. HOKKAIDO.

14—R. F. TAKAMON.

21—R. F. LAOTONG.

Apr. 11—R. F. THIBET.

18—R. F. SWAZI.

June 20—R. F. ARCHER.

July 4—R. F. MENTOR.

18—R. F. TIRASPA.

FROM JAPAN

Feb. 23—N. Y. F. YOHAKAMA MARU.

24—N. Y. F. DEJIAO MARU.

28—R. F. PROTEUS.

Mar. 1—R. F. ARATOKE APAR.

4—N. Y. F. FOSHINI MARU.

5—R. F. ASHILLES.

8—R. F. ANYO MARU.

10—R. F.

**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Shares, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Books used  
Santley's  
A. & C. 4th & 5th Editions.  
A 1 "Geographic Code."

Telegraphic Address  
"HUGHES" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions from FRANK GRAY, Esq., to sell by Public Auction,

**MONDAY**,  
February 28, 1921, commencing at 2.15 p.m., at "Duncart," No. 51, The Peak.

Valuable Household Furniture,  
etc., etc., etc.,  
therein contained.

As follows:-

DRAWING ROOM—Arm-chairs and Chesterfield (Lane Crawford make), Korean and Japanese Cabinets, Silver-inlaid Blackwood Writing Table, Chairs, Card Table, Stands, &c., Old Bronze Figures, Curios, Paintings, &c., Axminster Carpets 18' by 15', Serge and Lace Curtains.

DINING ROOM—Fumed Teak mirror, Oak Sideboard, Dinner Wagon, Side Table and Chairs (Lane Crawford make), Cutlery, Plate, Glass Ware, Dinner and Tea Services, Dessert Services, "Limoges," &c., &c.

BED ROOMS—Fumed Teak Bed Room Suite (Twin Beds) Lane Crawford make, Toilet Sets, Bed Linen, &c., Bath Room Utensils (Porcelain Lavatory Basins), Kitchen Utensils,

Also

Lawn Bowls, Markers and Mowing Machine, Telescope and Stand by Caltham & Co., London, Paragraph, BSA Air Rifle and Pistol, and one Mauser Automatic Pistol.

Full Particulars from Catalogue.

On view Sunday, the 27th inst.

Terms—Cash.

**HUGHES & HOUGH**,

Auctioneers.

Hongkong, February 12, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

on

**TUESDAY, WEDNESDAY**

AND

**THURSDAY**,  
the 1st, 2nd and 3rd March, 1921,  
at H. M. NAVAL YARD, Hongkong,  
and at KOWLOON NAVAL DEPOT,  
commencing each day at 9.30 a.m.

with an interval from 12 noon to  
1.30 p.m.

**OLD AND SURPLUS**.

**NAVAL STORES, &c., &c.**

Comprising:-

Life Boats, Dingies, Whalers, Shanghai Boats, Electrical Fittings, Cooking Stoves, Ships' Fittings, Iron Bed Mattresses and Fittings, Ice Chests, Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Rugs, Mats, Sheets, Table Covers, Steel Wire Rope, Blankets, Counterpanes, Electric Cables, Canvas Hoses, Old Cordage, Canvas Rags, Old India Rubber, Old Leather, Old Iron, Brass, Gun Metal and Steel, Coal Sacks, Firewood, Iron Blocks, Lamps, Searchlights, Two large Cylindrical Boilers (working pressure 70 lbs), Air Compressing Engine, &c., &c.

Lots may be inspected on Monday, the 28th February, 1921,

Terms of Sale—As detailed on Catalogue.

**HUGHES & HOUGH**,

By Appointment Auctioneers to the Admiralty.

Hongkong, February 19, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

on

**TUESDAY**,  
March 8, 1921, at 9.30 a.m.,  
at THE NAVAL DEPOT, Kowloon.

**OLD AND SURPLUS**

Comprising:-

Blankets, Electro Plate, Copper Pans, Hardware, Soap, Mess Gear, Table Linen, &c., Serge, Remanants, Provisions, &c., &c.

Terms of Sale—As detailed on Catalogue.

On view Monday, 1st March.

**HUGHES & HOUGH**,

By Appointment Auctioneers to the Admiralty.

Hongkong, February 21, 1921.

G. R.

**WANT ADVERTISEMENTS**

25 WORDS & INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

**WANTED.**

LONDON FIRM of Importers and Exporters, require the services of a MANAGER for their Hongkong Office. Best references required. Prospects for man of good standing aged 30 to 35 with Suitable Experience in Far East and at home. Apply 1265, c/o "China Mail."

**TO LET.**

ROOMS TO LET with or without Board, opposite Bay View Police Station, Hot and Cold baths. Every comfort. Terms moderate. Personal supervision. Apply Box 1266, c/o "China Mail."

**TO LET.**

ED. EUROPEAN FLATS IN "ORIENT BUILDINGS", CORONATION ROAD, KOWLOON. MODERATE RENTAL. Apply J. CAIRN CLARK, Architect and Surveyor, 14, Queen's Road, Central.

**INTIMATIONS**

**WANTED.**

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the CHINESE GOVERNMENT RAILWAYS invites sealed proposals of bridge contractors for designing and building a new steel bridge about 2,500 meters in length across the Yellow River (dwang-ho). Proposals will be received up to noon of June 30th, 1921, at the office of Peking-Hankow Railway, Peking, China, plans, rules and specifications can be obtained from the following offices:

Peking—Peking-Hankow Railway, American, British, Belgian, French, Italian, and Japanese Legations.

Foreign—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with pounds 6 for foreign countries and with dollars 30 for Peking.

The right to reject the lowest or any tender is reserved.

H. M. NAVAL DEPOT, Kowloon, February 19, 1921.

**WAR MEMORIAL**

**SUBSCRIPTION LIST.**

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE in this Corporation will be held on SATURDAY, 26th day of February, 1921, at Noon for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1920.

The REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, 12th February, to SATURDAY, 26th February, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors.

A. G. STEPHEN,

Chief Manager.

Hongkong, February 5, 1921.

**THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.**

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 3rd March, 1921, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 26th February, 1921 to THURSDAY, the 3rd March 1921, both days inclusive.

SHEWOME, TOME & CO.,

General Managers.

Hongkong, February 18, 1921.

**PRELIMINARY NOTICE.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions from Mrs. S. M. S. to sell by Public Auction,

at a date to be specified later,

THE

Valuable Household Furniture,

etc., etc., etc.,

at present contained in "Craigieburn," the Peak.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 1, 1921.

**FOR SALE.**

At their Sales Rooms, No. 8, De Vaux Road, Corner of Ice House Street, Situate at Broadwood Road, Hongkong.

Substantially built 5-roomed Bungalow with usual outhouses and garden.

Recently painted and colourwashed throughout.

Particulars from the undersigned.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers to the Admiralty.

Hongkong, February 21, 1921.

**HUGHES & HOUGH**,

By Appointment Auctioneers to the Admiralty.

Hongkong, February 21, 1921.

**H. A. CASTRO & CO.**

Dated Hongkong the 21st day of February, 1921.

**INTIMATIONS.**

HONGKONG JOCKEY CLUB.

RACE MEETING, 1921.

WEDNESDAY, THURSDAY,

FRIDAY and SATURDAY,

February 23rd, 24th, 25th and 26th

TICKETS of Admission to the Grand Stand and Enclosure may be obtained from Messrs. KELLY & WALSH, Limited, or at the GATE Price \$4 for each day or \$15 for the Meeting.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

R. J. PATERSON,

Clerk of the Course.

Hongkong, February 1, 1921.

HONGKONG JOCKEY CLUB.

RACE MEETING 1921.

"D. A. J." extend a cordial invitation to all their friends to attend the forthcoming Race Meeting at their Private Stand.

No Cards are being issued.

RACE DAYS.

THE EXCHANGE BANKS will be OPEN for the transaction of EXCHANGE BUSINESS on WEDNESDAY to SATURDAY, the 23rd to 26th instant, inclusive, from 9 to 11 A.M. only.

Hongkong, February 21, 1921.

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED WEDNESDAY 23rd, THURSDAY 24th, FRIDAY 25th and SATURDAY 26th, instant.

By Order of the COMMITTEE.

P. TESTER,

Secretary.

Hongkong, February 19, 1921.

INSURANCE OFFICES.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, February 23rd, 24th, 25th and 26th, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Fire Insurance Association of Hongkong.

Marine Insurance Association of Hongkong & Canton.

Hongkong, February 21, 1921.

REPULSE BAY HOTEL.

THE APPROACH ROADS to the above Hotel are CLOSED temporarily for the purpose of regarding. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

Harwich Destroyer Flotilla.

The report of Commodore Tyrwhitt on the Harwich destroyer flotilla is interesting in view of the statement made a little while since by Sir Percy Scott on the Admiralty's orders to this flotilla on the occasion of the battle.

The Commodore states that at 6.20 p.m. on May the Admiralty directed that the Harwich force should be ready to sail at daylight if required.

**BATTLE OF JUTLAND.</**

## SPARKLING MINERAL WATER.

*Pyeris*

An exact production of the water of a famous European Spa—Blends perfectly with Wines and Spirits—especially Whisky.

"A little learning is a dangerous thing. Drink deep, or touch not the Pyrian Spring. There, shallow draughts intoxicate the brain, and drinking deeply soors us again." *Prosa.*

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

W.H. Powell Ltd.  
TELEPHONE 346

SPECIAL DISPLAY  
OF  
LADIES'  
SMART FOOTWEAR  
FOR  
THE  
RACES.  
SEE OUR WINDOW.

## CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW-FUNG,  
F.W.D. Automotive Service Department,  
60, Des Vaux Road Central.

## BIRTHS.

HUTCHISON.—On February 13, 1921, at Shanghai, to Mr. and Mrs. John C. Hutchison, a daughter, Mary Winifred.

PARRY.—On February 13, 1921, at Shanghai, to Mr. and Mrs. F. E. Parry, a son.

PHILLIPS.—On February 14, 1921, at Shanghai, to Mr. and Mrs. T. J. Phillips, a daughter.

## DEATHS.

WANBURG.—On February 14, 1921, at Shanghai, Herman A. Vanburg, aged 46 years.

GOLDING.—On February 14, 1921, at Shanghai, George Cecil Golding, aged 8 years and 9 months, dearly beloved son of Mr. and Mrs. C. B. V. Golding, Shanghai.

The China Mail.  
TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, FEB. 22, 1921.

## APPEARANCES.

In the enquiry concerning the motor car which "ran amok" on China's New Year's Day, a witness said that suddenly the car seemed (to him as a passenger) to go much faster. He surmised that the driver had pressed his foot on the wrong lever. If the car did in fact suddenly accelerate its speed, that explanation is as probable as any; but we have no evidence that it did. Our evidence merely tells us that it seemed to do so. That is practically valueless. At that moment the car had turned and

## CANTON AND THE CUSTOMS.

It is difficult to understand the position of the Diplomatic Body with regard to the Kwangtung Customs collections. Although the only Chinese government their principals have ever recognized is the Peking one, during the ascendancy in the south of the former military government they brought diplomatic pressure to bear on the Central Government to let Canton have thirteen per cent, or about one seventh of the Customs surplus, left after foreign requirements were satisfied. Although they have not definitely refused to continue the arrangement, to which Peking would probably consent, they have decided that such proportion of the surplus cannot be paid to Canton without guarantees that the money will be used only in certain productive ways—not for administrative purposes. The Canton Government, having dropped its bluff about seizing the customs, is reported by the native newspapers to have agreed to give such guarantees, offering to devote the money so received to (1) the establishment of the south-western university and general educational purposes; (2) communications, the chief among which will be the erection of telegraphs between Yunnan and Kwangtung; (3) promote industry, commerce, and labour; and (4) reform politics. There is an accumulation of nearly three million taels already withheld from Peking, yet not handed over to Canton, and this amount is, of course, increasing. According to Reuter the question is still under discussion. We could have understood the Diplomatic Body's position better if they had handed over the entire surplus to Peking. From Peking's point of view they have no right to retain it whatever, since the Peking Government is the only Chinese government they know officially. If they do not recognize the Canton government, how can they properly ask it for guarantees? This is the puzzle. It is understood that they arranged with Peking to let the previous southern government have the seventh share because if they had not the southern dictators were in a position to grab the lot, to the detriment of foreign bondholders. The present Canton government, in threatening to make the seizure, promised to seize only its seventh share, and was flatly refused by the Diplomats. That is what they get for being mild and reasonable. Had they threatened at their predecessors did to take advantage of the "nine points of the law," they might have been met. It is explained that in the view of the Diplomatic Body, the previous southern government was a representative one, whereas the present one is not. It includes at most Kwangtung and Yunnan. We have covered that argument already, by pointing out that so far as the foreign custodians of customs surplus are concerned there is not now, and was not then, any legal government in China save the Peking one. Legally, and logically, the Diplomatic Corps is in an untenable position. Practically, things being as they are, we suppose it may do as it pleases.

## LOCAL AND GENERAL.

A coolie employed on work in connection with the new reclamation at Shaukwan East yesterday accidentally fell from the hill and was instantly killed.

While at work on the hillside yesterday afternoon, a gardener employed at No. 51, Kennedy Road missed his footing and fell a distance of twenty feet into the garden below, receiving serious injuries which necessitated his removal to hospital.

Puyi, the ex-boy Emperor of the Manchu Dynasty who was dethroned by the Revolution in 1911 is intending to make a tour of Europe and America by first visiting Japan and India. It is reported that he will be accompanied by his English teacher, Mr. Johnston (2).

The latest Korean assassination plot once again has proved to be a canard, in spite of the prominence given to it. It was an alleged plot to assassinate Prince Yi, although why the Koreans should want to assassinate Prince Yi is not explained. At any rate there was no truth in the story, says the *Seoul Press*, it being merely the product of some reporter's fertile imagination.

Prof. C. H. Robertson, scientist, of Shanghai, is in Hongkong this week and will deliver lectures each afternoon and evening on the subject of "Wireless Telegraphy." These lectures will be held in the Chinese Y.M.C.A. auditorium, 71 Bridges Street, and will be free of any charge. Complete technical apparatus will be used to illustrate the subject. The public is invited to hear this interesting lecture which will be delivered in both English and Chinese. Prof. Robertson will be remembered by many of our citizens as he was here several years ago and gave lectures on the "Gyroscope."

## SALVAGE STEAMER.

## NEW TUG LAUNCHED.

HONGKONG & WHAMPoa DOCK CO., LTD.

The Hongkong and Whampoa Dock Co., Ltd. this afternoon launched the "Henry Kewick," a steel twin screw ocean-going tug and salvage steamer, which when completed will be placed in the Company's own service. The launching ceremony was gracefully performed by the Hon. Mrs. John Johnstone, the wife of the Chairman of Directors of the Company.

On commissioning, shipping interests in the Far East will be well served, for as may be seen from the following description, as a salvage steamer the "Henry Kewick" will be second to none east of Suez, and indeed may claim to rank with the most powerful tugs in home waters.

With long top-gallant forecastle, high casings, boat deck, and navigating bridge, the "Henry Kewick" is well fitted for encountering heavy seas of typhoon and monsoon seasons. The fuel capacity of this vessel is 362 tons of coal and 181 tons of oil represents at full speed 5,500 knots and at cruising speed 7,000 knots steaming radius.

The principal dimensions are as follows, viz.—

Length overall..... 174' 6" Length B.P..... 165' 0" Breadth over fenders..... 36' 7" Depth moulded..... 34' 0" Height of Machinery Casings, Boat Deck and Forecastle..... 7' 6"

The fact that the machinery and boilers are in separate water-tight compartments affords an excellent coaling arrangement and towing hook position amidships, thus guarding against any large change of trim between the fully laden and spent conditions.

Ample sub-division is provided forward and abaft the machinery spaces by oil-tight flats about 9' above keel, and by the 5 bulkheads to deck; in all 9 large and 4 smaller buoyant compartments.

Oil fuel or water ballast may be carried in the after peak and in the three deep tanks, and 68 tons of fresh water in the fore peak, under the cross bunker, and machinery seating.

The ballasting arrangements for about 90 tons of salt water in two tanks forward and 110 tons in two tanks aft ensures a good displacement and easy means for trim correction when on harbour duty.

Two salvage holds have a total capacity of 9,900 cubic feet, the forward hold being served by a 7' x 12' steam winch and 34' 0" steel derrick tested to 20 tons, and salvage operations amidships by two 7' x 12' steam capstans and derricks of 3 tons capacity. A third steam capstan having cylinders of 7' diameter and 12' stroke is fitted for warping purposes at the after end of vessel.

The equipment is in excess of classification requirements, a precaution adopted by the Dock Company after many years experience in salvage operations. The stockless anchors are well protected by housing in specially designed hawse pipes, permitting a free use of the bow fenders. An extra heavy anchor of Hall's Admiralty type, with stock, is conveniently stowed on deck for use when on salvage work.

Saloon accommodation on the forecastle deck and navigating bridge consists of 5 double-birth cabins, two bath rooms, and pantry. As occasion demands, the sofa-births will accommodate an additional seven operators. The rooms are well ventilated and lighted. Tables can be laid for 14 in the dining saloon. Iron bunks for a crew of 24 are fitted in the forecastle.

Access to the engine and boiler rooms is entirely under cover of the side-enclosed boat deck, steel entrance houses being fitted on the upper deck port and starboard as a precaution when in a following sea. An 8 steel trunk through the cross bunker is fitted between the engine and boiler rooms.

Steam steering gear abaft the engine room is controlled from the navigating bridge, all rods and the gear being led through the machinery spaces.

The machinery consists of two sets of triple expansion direct acting surface condensing engines having cylinders 15 3/4"–26 1/2"–43" diameter x 30" stroke, capable of developing 1,800 UHP.

One condenser is fitted common to both engines, with two large exhaust shut-off valves so arranged that the condenser may be used for auxiliary purposes when in port or when engaged on salvage work.

On Edwards-type air pump, one blower and one sanitary pump on each main engine are worked by levers and crosshead off the L.P. engine crosshead.

Boilers for either coal or oil fuel are two in number, 15'0" internal diameter by 10'6" long, each being fitted with three Fox's corrugated furnaces 38" internal diameter, natural draught, constructed to Board of Trade and Lloyd's requirements for a working pressure of 180 lbs. per square inch.

The feed pump consists of one set of Wei's twin pumps working in conjunction with a float tank. Two feed water filters are provided, one for each engine.

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**PENINSULAR & ORIENTAL SAILINGS (South)**

S. S.	Tons	From Hongkong (about)	Destination
"KARMA"	8,000	3rd Mar.	MARSHALL, LONDON & A'wern.
"DILWARA"	5,400	9th Mar.	Singapore, Colombo & Bombay.
"ALIPORE" (Cargo)	6,300	15th Mar.	Do.
"KARMA"	8,000	18th Mar.	Do.

**BRITISH INDIA-APCAR SAILINGS (South)**

JAPAN	6,000	22nd Feb.	Strait, Rangoon and Calcutta.
"EASTERS"	4,500	9th Mar.	Sundakar, Thursday Island, Toowoombla, Brisbane, Sydney, and Melbourne.

**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	9th Mar.	Sundakar, Thursday Island, Toowoombla, Brisbane, Sydney, and Melbourne.
"EASTERS"	4,000	5th April	Moji, Kobe direct.

**SAILINGS TO SHANGHAI & JAPAN**

"KARMA"	8,000	22nd Feb.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	24th Feb.	Moji, Kobe direct.

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Passenger's Measuring not more than 33 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

**NOTICE TO CONSIGNERS.**  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

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Cargo to over 100 ports in connection with Great Northern, Northern  
Pacific and Chicago, Milwaukee & St. Paul Railways.  
FUSHIMI MARU (cont. Manila) Wednesday, 2nd Mar., at 11 a.m.  
TOYAMA MARU (cont. Manila) Friday, 11th Mar., at 11 a.m.  
LONDON & ANTWERP via Singapore, Malacca, Penang  
Colombo, Suez, Port Said & Marseilles.  
YOKOHAMA MARU Thursday, 24th Feb., at 11 a.m.  
KLEIN MARU Friday, 11th Mar., at 11 a.m.  
MISHIMA MARU Friday, 18th Mar., at 11 a.m.  
HAMBURG, ARMSTERDAM, LONDON & ROTTERDAM,  
MITO MARU Middle of March.  
LIVERPOOL & MARSEILLES via Suez.  
TAMBA MARU Middle of March.  
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
TANGO MARU Tuesday, 22nd Mar., at 11 a.m.  
NIKKO MARU Tuesday, 29th Mar., at 11 a.m.  
NEW YORK via Suez  
ARITA MARU Tuesday, 2nd Mar.  
SOUTH AMERICAN PORTS via Cape.  
KANAGAWA MARU (Sailing from Singapore) Friday, 4th March.  
BOMBAY & COLOMBO via Singapore.  
DELAGOA MARU Friday, 25th February.  
BOMBAY MARU Thursday, 17th March.  
CALCUTTA & KANGOOON via Singapore & Penang.  
TOYOKA MARU Saturday, 5th March.  
JAPAN PORTS Nagasaki, Kobe & Yokohama.  
NIKKO MARU Friday, 18th Mar., at 11 a.m.  
SHANGHAI KOBE & YOKOHAMA.  
TOKIO MARU Wednesday, 23rd February.  
SAKO MARU Thursday, 24th Feb., at 11 a.m.  
YOSHIO MARU Saturday, 26th February.  
MURORAN MARU Sunday, 27th February.

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**SWATOW.**

Feb. 22. — G. N. Chekiang.  
24. — I.C.S.N. Kwangtung.  
25. — D. I. Hainan.  
27. — O. S. K. Amakusa Maru.  
27. — O. S. K. Souta Maru.  
Mar. 1. — D. I. Hainan.

**AMCAY.**

Feb. 24. — I.C.J.L. Tjilintjil.  
25. — D. I. Hainan.  
27. — O. S. K. Souta Maru.  
27. — O. S. K. Amakusa Maru.  
Mar. 1. — D. I. Hainan.

**FOOCHOW.**

Feb. 23. — D. I. Hainan.  
Mar. 1. — D. I. Hainan.

**SHANGHAI.**

Feb. 23. — P. & O. Dilwar.  
24. — G. N. Chekiang.  
24. — C. N. Szechuan.  
24. — C. N. Sunning.  
24. — I.C.J.L. Hangchow.  
24. — I.C.S.N. Kwoongtung.  
24. — C. N. Chenan.  
Mar. 1. — C. A. Hwah Ft. R.

**TSINGTAO.**

Feb. 23. — O. N. Chekiang.  
24. — I.C.S.N. Hangchow.  
25. — O. N. Kwoongtung.  
26. — O. N. Chenan.

**TIENTSIN.**

Feb. 23. — I.C.S.N. Cheungshing.  
Feb. 24. — C. N. Szechuan.

**HAIPHONG AND HOIHOW.**

Feb. 24. — I.C.S.N. Teppao.

**KEELUNG.**

Feb. 27. — O. S. K. Amakusa Maru.

**TAKAO.**

Feb. 27. — O. S. K. Sochi Maru.

**SAIGON.**

Mar. 5. — O. S. K. Shihon Maru.  
10. — A. L. Glymont.  
12. — M. M. Porthos.  
20. — A. L. Cedarella.

**BANGKOK.**

Feb. 24. — I.C.S.N. Kwoongtung.  
Mar. 8. — O. S. K. Shihon Maru.

**SINGAPORE.**

Mar. 8. — O. N. K. Shihon Maru.  
Apr. 3. — C. M. S. Nile.  
May 12. — T. K. K. China.

**PHILIPPINE ISLANDS, ETC.**

**MANILA.**

Feb. 25. — I.C.S.N. Iuensang.  
25. — S. & D. Apus.  
Mar. 19. — C. M. S. Nanking.

**SANDAKAN.**

Feb. 24. — I.C.S.N. Hinsang.

**JAVA PORTS, ETC.**

**CALCUTTA.**

Feb. 24. — I.C.S.N. Pooknang.  
Mar. 5. — N. Y. K. Toyooka Maru.

**INDIAN PORTS, ETC.**

**CALCUTTA.**

(VIA Rangoon).  
Feb. 24. — I.C.J.L. Van Cloon.  
4. — J.C.J.L. Tjilak.  
10. — A. L. Glymont.  
14. — N. Y. K. (D&Co.) Strang.  
20. — A. L. Take Ohawa.  
24. — N. Y. K. (D&Co.) Borneo M.  
25. — A. L. Cadaretta.

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16. — A. O. Tairuan.

19. — N. Y. K. Nikto Maru.

22. — N. Y. K. Tanco Maru.

7. — E. & A. Eastern.

11. — C. A. Victoria.

18. — N. Y. K. Nikto Maru.

**JAPAN PORTS.**

Feb. 22. — N. Y. K. Tottori Maru.

23. — M. M. Cordillera.

23. — B. I. Tando.

23. — P. & O. Karmala.

25. — N. Y. K. Sado Maru.

25. — J.C.J.L. Tjelteko.

24. — E. & A. St. Albans.

25. — N. Y. K. Sado Maru.

27. — P. & O. Klyber.

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## BASKET BALL.

## LEAGUE FIXTURES.

February 22nd, University v. YM.C.A. Jr. 7.30 p.m.  
February 22nd, South China v. Moslem Club 8.30 p.m.  
February 24th, Indian R.C. v. Queen's College 7.30 p.m.  
February 24th, University v. YM.C.A. 8.30 p.m.  
February 28th, Indian R.C. v. Moslem Club 7.30 p.m.  
February 28th, YM.C.A. v. YM.C.A. Res. 8.30 p.m.  
March 2nd, South China v. YM.C.A. Jr. 7.30 p.m.  
March 2nd, Indian R.C. v. YM.C.A. 8.30 p.m.  
March 7th, Queen's College v. YM.C.A. Res. 7.30 p.m.  
March 7th, Y. M. C. A. v. South China 8.30 p.m.  
March 9th, University v. Moslem Club 7.30 p.m.  
March 9th, Y. M. C. A. Jr. v. Queen's College 8.30 p.m.  
March 14th, Y. M. C. A. Jr. v. Moslem Club 7.30 p.m.  
March 4th, Queen's College v. YM.C.A. 8.30 p.m.  
March 16th, South China v. YM.C.A. Res. 7.30 p.m.  
March 16th, Indian R.C. v. University 8.30 p.m.  
March 21st, YM.C.A. Jr. v. YM.C.A. Res. 7.30 p.m.  
March 21st, Queen's College v. Moslem Club 8.30 p.m.  
March 23rd, Indian R.C. v. YM.C.A. Jr. 7.30 p.m.  
March 23rd, YM.C.A. Res. v. University 8.30 p.m.  
March 25, South China v. Indian R.C. 7.30 p.m.  
March 28, YM.C.A. v. YM.C.A. Jr. 8.30 p.m.  
March 30, Queen's College v. South China 7.30 p.m.  
March 30, Moslem Club v. YM.C.A. Res. 8.30 p.m.

## THE GENTLE TIBETAN.

## BORDER TRAVELS.

Under the auspices of the Royal Geographical Society, Mr. F. Kingdon Ward gave a lecture in the Aeolian Hall on January 4, about his recent travels as a plant collector on the border between Tibet and Western China.

The difficulties of traversing the country were fully demonstrated by photographic slides. Mr. Ward stated that the borderland between Tibet and China is composed of high snow mountains cut by swift rivers, surging through with a mighty roar, which can sometimes be heard 4,000 feet above the level of the water. Where possible mule transport is employed to convey the traveller between the little villages, which nestle in fertile valleys, green with young rice, and often ablaze with beautiful flowers. Ice-cold lakelets fed from the glaciers reflect at once the turquoise of the sky and the sheen of the snow-capped peaks.

The great event in the villages is the periodical fair, where sorcerers, matrimonial agents, and fortune tellers mingle with the barterers of merchandise. Cheerful and kindly Tibetans visit these sales, bringing with them mountain ponies. When a purchase seems likely, buyer and seller sit on the ground, clasp hands under their voluminous sleeves, and bargain with invisible motions of the hands, keeping their mouths shut the whole time.

Perilous bridges span the smaller rivers; often it was only possible to cross in single file walking. Roads are sometimes cut along the precipitous banks of the larger rivers, such as the Mekong and Salween. It was usually impossible for one caravan of mules to pass another.

Birch, maple, and oak abound.

The galaxy of flowers in the spring time is the feature of the country.

The blue poppy and the yellow cowslip are especially beautiful, while rhododendrons flourish in many valleys; one can go knee deep in flowers.

The Tibetans, said the lecturer, are a gentle people, who always make the traveller welcome. They put out their tongues by way of greeting him, and then he is invited into their huts. Some of the tribes are armed with cross bows and poisoned arrows. Some build their houses in the tops of trees. Tatooing of the face is sometimes practised. Travelling parties of musicians are customary, the men using a primitive fiddle and bells, while the women sing in a blood-curdling falsetto.

To-day, in honour of the anniversary of George Washington's birth-day, all the warships, American and British alike, and the American merchant ships in harbour were dressed.

## MOTOR CAR ACCIDENT.

## CORONER'S ENQUIRY.

## FURTHER TESTIMONY.

As reported in our second edition yesterday, the Coroner's enquiry into the motor car accident at West Point on New Year's Day, when seven persons were killed and a number were injured, opened at the Magistrate yesterday afternoon. Mr. R. E. Lindsell acted as Coroner, and a jury of the following was empanelled: Mr. W. L. R. Weiser (foreman), Mr. C. B. Matthews, and Mr. A. Meyer.

At yesterday's proceedings, the condition of the car was fully described by Mr. Carl Henry Getz, motor engineer to the Four Wheeled Drive Company, of the United States. He visited the Dragon Garage on February 9, and examined the car. The front lamps were smashed in. On one of them were bits of hair and spots of blood, showing that it had hit a human body. Mud guards were torn from their moorings, and the front axle was bent. There was nothing wrong with the engine.

And the steering gear?—The steering gear was absolutely out of order, due to the front axle being bent. It was not that way before the accident.

You did not see it before the accident?—No, but it could not have been that way, because the driver could not have driven it.

Replies to questions, he said the car was a 1914 F.I.A.T., and it was in good running order. The engine was weak, so far as power was concerned, but that had nothing to do with the case. He made note of the gear change and transmission, and found all the speeds working properly.

The Coroner: One other small point: is the footbrake on that car in the immediate vicinity of the accelerator?

The Witness: It is very close; it is flush with the clutch as well as the brake. One's foot might slip.

Dr. Y. K. To, assistant superintendent of the Government Civil Hospital, was the next witness. He was prepared to give particulars concerning all the victims. It was decided to take a typical case, a woman who died in the hospital at midnight on February 8.

Dr. To said that she was brought to the hospital about 3.55 p.m. on February 8. She had a lacerated wound, about a foot long, on the inner side of the left thigh. The bone of the thigh was fractured. She suffered greatly from fright and shock.

The doctor said that the Chinese was chauffeur, George Yim, also was brought to him. His right eye was red and congested, and he removed from it three particles of sand which he gave to the police.

The Coroner: Was the driver quite sober?

The Witness: Yes.

What would be the effect of a particle from an exploding cracker entering a person's eye?—He would be likely to lose his power of control for the moment; that is the natural effect.

Indian Constable B173, on traffic duty at 3 p.m. on February 8 in Queen's Road West, said he saw the car travelling westward. People were throwing crackers. Some of them exploded on the car itself. He saw the passengers in the car cover their faces with their hands. The driver also put his hand to his face. The car swerved to the left. The driver immediately turned it to the right and brought it to the middle of the road again. He was using one hand for this. The car then swung to the left again and mounted the pavement. It ran along the pavement for five or six yards, crossed Hill Road, and ran into a nailish wall.

The witness said he saw people knocked down, and after the accident saw several bodies lying about. He was instructed to take the driver of the car to No. 7 Police Station.

Indian Constable B445, on point duty in the neighbourhood, first saw the car on the pavement. Owing to the density of the crowd, he did not actually see any one run down.

Crackers were still exploding as the car travelled on the pavement.

It ran along the pavement for

five or six yards, crossed Hill Road, and ran into a nailish wall.

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Crackers were still exploding as the

car travelled on the pavement.

Mr. Chan Pui Shan, secretary of

the Nanyang Bros. Tobacco Co., told

of engaging the car to go to Shok-

tosseus. Mr. Wong Siu Ping was

the other passenger. Near the Tung-

ten Restaurant many cracker-bombs

were thrown at the car. One struck

his hat, but did not explode.

He had to put up his hands to protect his eyes. He saw a small girl in front of the car and the driver tried to

swerve to the left to avoid her.

The witness said the car suddenly

shot forward, mounted the pavement,

struck a glancing blow on the wall of

a restaurant, and continued down the

pavement; then crossed the road and

struck the nullah wall.

Can you explain the car shooting

forward?—I think the driver pressed

his foot on the wrong lever.

Following his testimony, the

Coroner and jury paid a visit to the

scene of the accident.

Further evidence was heard this

afternoon.

## THEY MAKE YOU FEEL GOOD.

To-day, in honour of the anniversary of George Washington's birth-day, all the warships, American and British alike, and the American merchant ships in harbour were dressed.

## THE DRY SEAS.

## UNLUCKY AMERICANS.

## MUST BE ABSTAINERS ABOARD AND ASHORE.

American ships are American territory, says the *New York Times*. That is the main point of the opinion of Solicitor General and Acting Attorney-General Ehrler, holding that the Eighteenth Amendment follows the flag, and that consequently the forbidden juice cannot be sold on these strips of American territory when they are on the high seas or in foreign ports any more than when they are at the docks in America. From the layman's point of view, at least, the opinion seems sound. One may deplore but cannot pity the thirst which, possibly from some subtle working of the law of contrast, is generated in so many voyages on the deep. One doesn't have to go east of Suez to observe this regrettable fact. When the three-mile limit is passed, the passengers who have been crying "Open, then the door!" crowd into the smoking room. This evil custom must be stopped. There is no three-mile limit to the Eighteenth Amendment and the Volstead law. Americans must not be allowed to go down to the sea in ships for the purpose of violating the Constitution and the law.

It is said that it will be hard to make American ships dry on the seas. The more merit in doing it.

It is hard work keeping Americans from getting half seas over on land.

Nevertheless prohibition must be enforced.

Naturally there will have to

be a large force of agents employed

in this foreign service. Masters of

vessels are too often unsympathetic,

consuls can only watch American

ships in foreign ports; can't do much

else if they do that. Undoubtedly

there is a large class of persons

who would like nothing

better than to be travelling inspectors

of ship smoking rooms. A delightful

easy life! One only fears that, in

the agreeable languor and disintegration

of the severe morals which an

ocean voyage nourishes, some or

many of these prohibition per-

petrators will fall by the way and

act on the theory that rum follows

the flag. These laxities of human

nature don't merit the notice of

statesmen at Washington or at

Westerville.

Some of the steamship men com-

plain that if the proposed enforce-

ment is applied to American passen-

gerships it will be a mortal stroke

at their prosperity, their existence.

They think that the majority of

their passengers are mildly wet, and

that these will be diverted to foreign

lines. Even if this were the case, can they expect any sympathy from the

lawmakers? On land or sea, in air

or under ground, Americans must

be total abstainers. Financial and

commercial necessities must yield

to the supreme moral necessity.

Besides, if the majority of Americans are prohibitionists, they will prefer

to travel on prohibition boats. If they

don't, we must have law prohibiting

them from travelling on wet ships.

Indian Constable B173, on traffic

duty at 3 p.m. on February 8 in

Queen's Road West, said he saw the

car travelling westward.

People were

throwing crackers. Some of them

exploded on the car itself.

He saw the passengers in the car

cover their faces with their hands.

The driver also put his hand to his

face. The car then swerved to the

left again and mounted the pavemen-

t again and mounted the pavemen-

## BATTLE OF JUTLAND.

(Continued from Page 3.)

the rear of the Battle Fleet for the night. At 3.30 a.m. "Champion" was engaged for a few minutes with four enemy destroyers. "Moresby" reported four ships of Deutscherland class sighted at 2.35 a.m., at which she fired one torpedo. Two minutes later an explosion was felt by "Moresby" and "Ondurant." On investigation it was found "Moresby" was in station with "Ondurant" astern of "Champion." Some of the strange vessels were sighted by "Champion" and "Ondurant," who took them to be some of our light cruisers. This was impossible and it is very much to be regretted that "Champion" did not take steps to identify them. If, as was probable, they were the enemy, an excellent opportunity was missed for an attack in the early morning light. More important still, a portion of the enemy might have been definitely located.

## CAPTAINS' REPORTS.

The following interesting extracts are obtained from captains' reports:

**Colossus.**—Generally speaking, the action, from the point of view of this ship, was the most tantalising one, as the presence of the enemy was obvious from the flashes of his guns, but only for a short period did an opportunity occur of getting into action with any of the enemy's capital ships.

**Bellerophon.**—Could not understand the action of certain of our four-funnelled cruisers. They seemed to me to be not only uselessly exposing themselves to the enemy's heavy ships, but also getting in the way of our torpedoes and hampering our line with their smoke.

**Collingwood.**—An enemy battle cruiser appeared on our starboard beam. She presented a clear target, range about eight thousand yards and fire was shifted to her. Unfortunately the guns were loaded with lyddite common shells. She was struck at once by two salvos, which started fires and silenced all but her fore-turret.

**Vice-Admiral Jerram (Second Battle Squadron).**—About 9 p.m. I negotiated an attack with "Whitehead" torpedoes ordered by Caroline, as I was certain that the vessels seen on our starboard beam were our own, battle cruisers.

**Rear-Admiral Duff (Fourth Battle Squadron).**—The enemy had much to be thankful for the weather conditions, which it seems to me alone saved him from being cut off from his base, and denied the British Fleet the satisfaction of fighting a decisive battle!

**Lion.**—(Beatty's flagship).—The ship was hit altogether twelve times by enemy heavy shell.

**Rear-Admiral Napier (Third Light Cruiser Squadron).**—A destroyer (query "Acasta") passed close, in a disabled condition, soon after 6 p.m. She apparently was able to struggle again, and all hands were put on American wages. Even then all the seamen deserted at Baltimore.

"A lot of the British seamen who desert sign on in U.S. ships, and the substitutes we get are mostly foreigners. Our men after they've deserted are rather afraid of returning to England, but they'll go to the Continent."

"The Seamen's Union say they want to see all ships manned by Britishers; well, they could help to get that if they would stop the desertion."

"There's a lot of discontent amongst the officers; they are getting less pay than the men get with their American wages. Last voyage the bos'n and cook were getting 95 dollars a month, with 60 cents an hour overtime. That was more than I was getting; I'm clearing out. A mess-room boy, a month or two at sea, had 70 dollars a month—more than the third officer."

"This is not only my personal experience; nearly everybody who has been in U.S. ports lately will tell you the same."

**GERMAN COMMANDER'S REPORT.**

An appendix to the despatches gives the report of Admiral Von Scheer, Commander-in-Chief of the German High Sea Fleet, to the Kaiser, extracts from which were published in America a few weeks ago, and reproduced in Britain. In this he says:

"Two operations were prepared, one an advance in a north-western direction against the English coast, the other an advance in north-eastern direction into the Skaggerack. The latter he regarded as less dangerous owing to the cover against surprise afforded by the Jutland coast and distance from the enemy's bases. The first proposal was abandoned owing to the unfavourable weather prevailing on May 30. The plan of operation was for scouting groups of vessels to carry out a cruiser and commerce warfare in the Skaggerack. In the late afternoon and night of May 31, and to show themselves off the Norwegian coast so that the British would receive news of the operation. The main fleet was to leave later, and meet the scouting forces on the morning of June 1. Three or four hours after the scouting forces left news was received of the sighting of British vessels, but the Germans did not modify their plans, hoping that they might succeed in bringing a part of the British fleet into action. The Germans, in the afternoon, found themselves faced by Beatty's fleet. The German admiral then describes the battle, and says that his main fleet appeared on the scene just in time to bring help to the scouting forces which were engaged with the enemy in considerably superior strength. He declares that the task of the main fleet was to endeavour to cut off the premature retreat of the victorious termination of the war within measurable time can only be attained by destroying the economic existence of Great Britain, namely by the employment of submarines against British commerce."

## SEAMEN'S DESERTION.

## WHOLE CREWS ENTICED ASHORE.

## CRIMING AND "BLOOD MONEY."

United States law countenances and even encourages the desertion of foreign seamen in the United States, the binding agreement a seaman enters into when he signs articles in his own country being regarded as of no account. The extraordinary state of affairs to which this has led was described to a Press representative by the first mate of a British tramp steamer, recently returned to England from American waters.

"Nowadays, practically everybody deserts as soon as we get to the States," he said. "Take the last voyage before this one—last August. We sailed from the Tyne for Hampton Roads for orders. Almost as soon as we touched Baltimore nearly all hands beat it ashore. Apart from officers and engineers, out of 35 hands only one seaman and three firemen were left—and they only stayed on condition they were put on American wages."

"By this U.S. law a man can demand half the wages due to him as soon as we touch. If the captain refuses, the man can compel him to pay him off. But as most of them have had half a month's pay on their advance note on signing on in England, there isn't much coming to them after the sixteen or eighteen days across. They either go with the advance note or get paid off, or pay, or put the matter in the hands of a landslark lawyer. He approaches the captain through the agents, and invariably the agents and British Consul advise the captain to pay him off. There's not a dog's chance of getting satisfaction out of the Courts."

"When a ship is ready to sail the master has to get a crew from the local shipping and boarding house master—it's the old crimping business all over again, as bad as 'Frisco used to be. The crimp can't demand so much a man, but he comes to the master and says, 'This man owes me two hundred dollars,' and the master has to pay. It's the blood-money that's at the bottom of all the trouble."

"The substitutes we have to sign on over in the States get American rates of pay, and a guarantee that they will either be paid off in America or shipped back as second class passengers on pay the whole time."

"Last voyage, from the Tyne again, all hands were put on American wages. Even then all the seamen deserted at Baltimore."

"A lot of the British seamen who desert sign on in U.S. ships, and the substitutes we get are mostly foreigners. Our men after they've deserted are rather afraid of returning to England, but they'll go to the Continent."

"The Seamen's Union say they want to see all ships manned by Britishers; well, they could help to get that if they would stop the desertion."

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"This is not only my personal experience; nearly everybody who has been in U.S. ports lately will tell you the same."

was under the impression that as the enemy was succeeding in escaping, and therefore issued an order to the senior officer of the scouting forces and therewith the permission to all vessels for the general chase," but he adds "as a matter of fact the senior officer of scouting forces had been cut-fallen by the enemy's battle-cruisers and light forces. By the time he received the order and under their pressure was forced to turn to the north."

In his conclusions the admiral said, "The large war vessel battleship and cruiser is, and remains, the foundation of sea power, and should be further developed by enlarging the calibre of the guns, increasing the speed and perfecting the armour above and below water."

And then, reporting to the Kaiser that the High Sea Fleet would be ready for further battles by the middle of August, he added,

"Should the future operations take a favourable course it may be possible to inflict appreciable damage on the enemy, but there can be no doubt that even the most favourable issue a battle on the high seas will not compel England to make peace in this war."

The disadvantages of our geographical position compared with that of the island empire and her great material superiority cannot be compensated for by our fleet to a degree which will enable us to overcome the blockade instituted against us, or to overpower the island empire herself, even if all our submarines are fully available for military purposes."

A cut off the pre-arranged retreat of the main fleet was to endeavour to be attained by destroying the economic existence of Great Britain, namely by the employment of submarines against British commerce."

## BANKS.

ASIA BANKING CORPORATION  
(AN AMERICAN BANK)

CAPITAL ... U.S. \$ 4,000,000  
SHARES & UNDIVIDED PROFITS: U.S. \$ 1,439,000

HEAD OFFICE. NEW YORK. BRANCH. SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT.

SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

## THE CARE OF THE BABY

is every good mother's first consideration, and often enough she is so worried by the little one's aches and ills that she does not know which way to turn to find for it relief.

To every mother Baby's Own Tablet, the Canadian children's remedy, are a real friend. They gently regulate the bowels and stomach, break up colds and simple fevers, expel worms, cure teething, ease colic, promote calm sleep, give a good appetite and regular development. are especially helpful to infants and children of all ages.

Baby's Own Tablets are obtainable from chemists, or post free at 60 cents each from the Dr. Williams' Medicine Co., So. Szechuan Road, Shanghai.

## THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Building, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received for 1 year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

Hongkong, Aug. 17, 1920.

## NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes  
8.00 a.m. to 9.30 a.m. 10  
9.30 a.m. to 11.00 a.m. 15  
11.30 a.m. to 12.30 p.m. 15  
1.30 p.m. to 2.30 p.m. 10  
2.30 p.m. to 3.00 p.m. 15  
3.00 p.m. to 8.10 p.m. 10

NIGHT CARS.

9.30 p.m. to 9 p.m. 9.30 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

SATURDAYS.

EXTRA CAR—12.00 midnight

SUNDAYS.

5.30 a.m. to 10.30 a.m. every 15 minutes  
10.30 a.m. to 11.00 a.m. 10  
11.30 a.m. to 12.00 p.m. 15  
12.00 noon to 1.00 p.m. 10  
1.00 p.m. to 5.30 p.m. 15  
5.30 p.m. to 6.00 p.m. 10  
6.00 p.m. to 6.30 p.m. 15  
6.30 p.m. to 8.10 p.m. 10

NIGHT CARS as on Week days.

## HONGKONG STOCK EXCHANGE.

HONGKONG, 22nd FEBRUARY, 1921.

## OFFICIAL QUOTATIONS

11 A.M.

Sterling Exchange 2/6 T. T.

BANKS.

Hongkong Banks \$788 b. 790 sa.

East Asia Banks ... \$1167 b.

MARINE INSURANCE.

Canton Insurance ... \$125 b.

North China Insurance ... \$153 n.

Union Insurance ... \$428 b. 250 n.

Yangtze Insurance ... \$24 b.

Far Eastern ... T 20 b.

Fire INSURANCE.

China Fire Insurance ... \$125 b.

Hongkong Fire Insurance ... J 20 b.

SHIPPING.

Demolys ... \$67 b.

H. K. Steamboats ... \$242 b. 25 sa.

Indo-China (Pref.) ... \$242 b. 25 n.

Do. (Def.) ... 200 b. L.R.

265 b. H.K.R.

Shell Transport ... 100 b.

Star Ferries ... \$25 b.

REVENUE.

China Sugar ... \$233 b. 263/34 sa.

Malabar Sugar ... \$60 b.

MINTS.

Kalan Mining Adm. ... \$5 b.

Langkawi ... Comb. T 14 b.

Shai Explorations ...

Parib ... \$60 b. f.

Trinot Mines ... \$25 b.

Ural Orespins ... 15 b.

Docks, Wharfs, Godowns, &c.

H. & K. Wharfs ... T 190 b.

H. & K. Docks ... \$177 b.

Ney Engineering ... T 182 b.

LANDS, HOTELS & BUILDINGS.

Central Estates ... \$113 b.

Hongkong Hotels ... \$139 sa.

Hongkong Lands ... \$128 b.

Humphreys ... \$70 b.

Kowloon Lands ... \$184 b.

Land Reclamation ... \$135 b.

West Points ... \$50 b.

Coron Minas ...

Evo. Cotton ... T 377 b. 400 sa.

Kung Yick ... T 38 b.

Leung Kung Mows ...

T 18 b.

Shanghai Cotton ... T 120 b.

Yangtzezeop ... T 24 b.

MISCELLANEOUS.

Cements ... \$11.90 sa.

China Lights ... Old \$91 b.

## NOTICES.

Arnold Brothers &amp; Co., Ltd.

Import Shipping  
Export EngineeringHEAD OFFICE—SHANGHAI.  
BRANCHES—HANKOW, TIENTIN, PEKING, CHUNGKING,  
CHINCHING, HONGKONG, CANTON, CHANGSHA,  
NANCHANG, MURRAY AND HARRIS.  
AGENCIES—LONDON AND NEW YORK.

Beautify your Home by using

**"SYNOLEO"**

The famous "Oil Bound"

**DISTEMPER** (Colour-wash)**"SYNOLEO"** is in paste form, and only requires thinning with  
cold water to be ready for the brush. Is easily  
applied.**"SYNOLEO"** does not rub off on the clothes. Colours fast to light  
and retain their appearance for years.**"SYNOLEO"** is manufactured in the most delicate tints, and the  
deepest shades.**"SYNOLEO"** is the latest product in Distemper, and is superior  
to all others. Commands a very large sale throughout  
China.STOCKED IN HONGKONG & SHANGHAI  
in many attractive colours.

TINT BOOK and full particulars from—

Branch Houses of Manufacturers  
**WILKINSON, HEYWOOD & CLARK, LTD.**  
(Great Britain's Largest Paint Makers)  
Alexandra Buildings, HONGKONG.

International Building, SHANGHAI.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

## FRESH COAL CRISIS.

## SERIOUS DIFFERENCES REGARDING NEW WAGES BASIS.

## GOVERNMENT CONTROL.

LONDON, February 21.  
A fresh crisis in the coal trade is to be considered by delegate miners' conferences in London to-morrow and on Thursday, serious differences having arisen as regards the proposed new wages basis. Probably the Government will be urged not to abandon control of the industry until the owners and miners have reached a wages agreement. Meanwhile the Executive of the Miners' Federation to-day discussed the closing down of collieries as the result of the slump in the export trade and the action of the owners in serving a fortnight's notice on mine workers to terminate existing contracts. The Federation alleges that the owners are trying to evade payment of the 3s a day war wage.

## MIDDLE EAST MANDATES.

## WHAT DO PALESTINE AND MESOPOTAMIA COST US?

MR. CHURCHILL'S EVASION.

LONDON, February 21.  
In the House of Commons, Viscount Curzon asked for an estimate of the annual cost to Britain of the mandates for Palestine and Mesopotamia. Mr. Winston Churchill replied that as the responsibility for the expenditure of both was about to be transferred to the Colonial Office it was impossible for him to state the cost until he had scrutinised the existing estimates and consulted the local authorities. He would attend conferences with Major-General Sir Percy Cox, General Haldane and other officials in Mesopotamia and Arabia, in Egypt and Palestine early in March. He hoped to be able to make in the House of Commons a statement on the whole position after the Easter adjournment when the Colonial Office would doubtless assume the whole of the British expenditure on account of the mandated Middle East territories. The House of Commons would at present be unable to obtain a clear idea of the cost of these places and it was high time one vote was submitted on the authority of an individual minister open to the criticism of the House of Commons. Viscount Curzon declared that this was tantamount to giving Mr. Churchill a blank cheque for Mesopotamia. Mr. Bonar Law denied this. Viscount Curzon asked whether the treaties empowered any country to abandon a mandate. Mr. Bonar Law replied in the negative but said that if a country refused to exercise a mandate there must obviously be a means of dealing with the matter.

## MEDICAL EDUCATION.

## LONDON MEDICS OFFER EVERY ASSISTANCE TO CHINA.

## REMARKABLE PROGRESS.

LONDON, February 21.  
In a paper on the advance of medical education in China read before the Royal Society of Medicine to a large attendance of medics, Dr. Harold Blame declared that in some respects China was ahead of Britain in medical education, giving as an instance the Chinese pharmacopoeia compiled nearly seven centuries ago which contained a number of drugs now universally used. Sir Donald MacAlister stated that progress in China was remarkable and was only limited by the support the Western World was willing to accord. The meeting passed a resolution sympathising with the Chinese Government's efforts in developing modern medicine and offering every assistance to promote the advance of medical science in China.

## MORE WAGES REDUCTIONS.

LONDON, February 22.  
It is understood that the textile industrial council of Bradford is immediately proceeding to notify a reduction in wages in the whole textile industry in proportion to the recent reduction in the cost of living.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)  
"TELESIAS" 1st Mar. Amsterdam, London, & Antwerp  
"HELENUS" 8th Mar. London, Amsterdam, & Hamburg  
"STENTOR" 11th Mar. London, Amsterdam & Antwerp  
"MINGCHOW" 26th Mar. London, Amsterdam, & Hamburg  
"KEEMUN" 5th Apr. London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
"ACHILLES" 1st Mar. Genoa, Miles, Liverpool & Glasgow  
"TELAMON" 16th Mar. Havre & Liverpool  
"KT. OF THE GARTER" 29th Mar. Genoa, Miles, Liverpool & Glasgow  
"IDOMENEUS" 12th Apr. Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)  
"TEUCER" 23rd Feb. Victoria, Seattle, Tacoma and  
"TALTHYBIUS" 16th Mar. Vancouver  
"TYNDAREUS" 6th Apr. Vancouver

## NEW YORK SERVICE

(via Suez or Panama via Suez)

"EURYPPYLUS" 2nd Mar.

## HOMeward PASSENGER SERVICE

"TELESIAS" 1st March for London  
11th March for London  
"IDOMENEUS" 12th April for Liverpool  
"PYRRHUS" 3rd May for London  
"ANCHISES" 10th June for London  
"STENTOR" 7th July for Liverpool

For Freight and all Information Apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## POST OFFICE NOTICES.

The prices of Postal Stationery have been revised as follows:—  
Post Cards 1 cent and 1½ cents—3 cents each  
4 " " 5 " Registered Letter—Envelopes 10 cents  
Postage Envelopes 4 " " 5 " Sizes F.G. H. & H. 2—15 cents each  
2nd Mar.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

## INWARD MAILS.

FROM TUESDAY, FEBRUARY 22.

Shanghai, Europe via Suez (Letters & Newspapers only with Jan.) London, Szechuan, Karmala, Keemun, Toton Maru, Britia.

WEDNESDAY, FEBRUARY 23.

Shanghai, Straits, Saigon, Yokohama Maru, Tanda, Sado Maru, Cordillere.

THURSDAY, FEBRUARY 24.

Straits, Japan, Dulyara, Delagoa Maru, Yehobi Maru.

SATURDAY, FEBRUARY 26.

Straits, Japan, Maruan Maru.

SUNDAY, FEBRUARY 27.

Shanghai, Hangchow.

## OUTWARD MAILS.

FOR TUESDAY, FEBRUARY 22.

Samhui and Woobow, Kwangsi, Chongming, 4 p.m.  
Tictian, Providence, 5 p.m.  
Dairen, Ichang, 5 p.m.  
"Shanghai and North China, Uwajima Maru, 5 p.m.  
Straits, Bangkok, Calcutta and ADEN, Japan, 5 p.m.

WEDNESDAY, FEBRUARY 23.

Shanghai, North China & Japan via Moji, Karmala, 8 a.m.  
Saivo, Toton Maru, 8 a.m.  
Shanghai and North China, Honohulu, 8 a.m.  
"Canada, "United States, Central & South America & EUROPE via SAN FRANCISCO, Registration 8.45 a.m.  
Letters 10.30 a.m.  
Saivo, 8 a.m.  
Shanghai, North China and Japan, 8 a.m.  
Tictian, 8 a.m.  
Shanghai, North China, 8 a.m.  
Tictian, 8 a.m.  
"Japan and "Seattle, 8 a.m.  
Amyo, "Shanghai and "North China, 8 a.m.  
Straits, Bangkok, Ulyon, Mauritius, 8 a.m.  
L. Marques, South Africa, India via  
"Japan, Egypt & EUROPE via  
MADRAS, Registration 8.45 a.m.  
Letters 9.30 a.m.  
Saikow, 8 a.m.  
Shanghai, North China and Japan, 8 a.m.  
Tictian, 8 a.m.  
"Japan and "Seattle, 8 a.m.  
Amyo, "Shanghai and "North China, 8 a.m.  
Straits, Bangkok, Calcutta, 8 a.m.  
Port Said, Hohow and Haiphong, 8 a.m.  
Shanghai, North China, Japan, Honohulu, 8 a.m.  
"Canada, "United States, Central & South America & EUROPE via SAN FRANCISCO, Registration 8 a.m.  
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